

ALGOMA
CENTRAL
RAILWAY

July, 1907]

THE

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson's Bay Ry.—The Superior Copper Co. proposes to construct a spur line from mileage 38.4 on the A.C. and H.B.R. main line, known as Superior Mine station, to its mining property, $4\frac{3}{4}$ miles. J. F. Wilde was reported recently to be making a survey, and it was stated that the Government would be asked to grant a right of way. The Lake Superior Corporation, owning the A.C. and H.B. Ry., it was stated, had consented to supply all labor and equipment, and to do all the work under the supervision of the directors for a percentage of the cost of the road. It is expected the road will be completed and in operation by Sept. 1, and will cost \$75,000. We were advised June 19 that it had not been decided who would undertake the work of constructing the line, but that it was quite likely that it would be done by the A.C. and H.B.R.

The Atlantic, Quebec and Western Ry.'s ap-
proposed location from

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Rd.—Reports from Seward, Alaska, state that during the current year construction has been extended from mileage 48 to 55 north of Seward, and that work is in progress at various points up to mileage 75. J. B. Cameron, Seward, is engineer of construction. (Aug., p. 561).

Algoma Central and Hudson's Bay Ry.—C. D. Warren, President Lake Superior Corporation, N. W. Rowell, K.C.; T. Gibson, of Toronto, and W. H. Hearst, of Sault Ste. Marie, Ont., waited on the Ontario Minister of Public Works, Aug. 9, in connection with the company's plans for the extension of its lines. Hon. F. Cochrane promised to give full consideration to the proposals. (July, p. 479).

DEC., 1907]

THE]

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—The Superior Copper Co., Sault Ste. Marie, Mich., is constructing a three mile spur from Superior Mine station, mileage 38.4, to its mining property. Reports state that owing to the assignment, Nov. 5, of F. Perry, who is the largest stockholder in the Superior Copper Co., the work of construction will be suspended temporarily. (Sept., pg. 663).

Atlantic, Quebec and Western Ry.—About

provided to construct the line. (Jan., pg. 19).

Algoma Central and Hudson Bay Ry.—
Replying to a question in the House of Commons Jan. 8, the Minister of Railways said there had been completed 69.35 miles of main line, 20.29 miles of branch lines and 9.93 miles of side tracks, these figures having been supplied to the Government in a statement signed by and sworn to by J. S. Wynn, acting Manager, and A. H. Chitty, Assistant Treasurer. The total mileage subsidized and under construction was, on the main line, 200 miles; on branch lines 25 miles, total 225 miles. The subsidy was paid as follows: On main line, Dec. 17, 1901, \$240,624; on branch line, Feb. 24, 1902, \$76,800; on main line, June 17, 1902, \$63,200; on main and branch lines, Oct. 15, 1902, \$202,912; on main and branch lines, Oct. 4, 1904, \$331,378.76; on main and branch lines, April 12, 1905, \$10,061.24. Total subsidy paid, \$924,976, or \$4,111 per mile of the whole mileage stated, the payments having been made on progress estimates covering the whole distance under subsidy. These amounts were paid to the A.C. and H.B. Ry. Co. The Department was not aware of any other amounts claimed by the company on subsidy account. No special subsidies were applied for or granted on account of bridges or extra cost of construction. (See also Pacific and Atlantic Ry.). (Dec., 1907, pg. 889).

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a grant of a right-of-way through the reserve under the general act of Congress of 1899, and early in 1907 let a contract for the construction of 15 miles of line between Republic and the north border of the reservation. The G.N.R. commenced the construction of a line along the same route, claiming the right-of-way under a special act of 1898. Litigation was commenced and the matter is now before the Supreme Court of the State of Washington.

Respecting construction in British Columbia, Mr. Beck said work on the extension up the North Fork of the Kettle River had been completed from Grand Forks to Lynch Creek, that it was intended to carry this extension as far as Franklin Camp and that further construction would be gone on with during the coming summer. (Jan., pg. 21).

The section of the line from Grand Forks to Lynch Creek, B.C., 18.5 miles, has been completed and a regular train service is being operated over it.

Lotbiniere and Megantic Ry.—See Quebec Eastern Ry.

Manitoulin and North Shore Ry.—The Minister of Railways replying to a question in the house of Commons, Jan. 8, said there had been completed 13.53 miles of main line, and 1.54 miles of branch line, and on account of the subsidy there was paid \$32,000 on Jan. 23, 1903. The company had constructed 12.75 miles of line, commencing at Sudbury, towards Little Current, Ont., and by such construction claimed to have earned the full subsidy of \$6,400 a mile, or \$81,600, of which there had been paid the \$32,000 mentioned.

Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of the company's lines of railway. (Mar., 1907, pg. 161).

Newcastle Townsite Northwesternly.—The

February
1908

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Algoma Central and Hudson's Bay Ry.—C. N. Smith, M.L.A., Sault Ste. Marie, in an interview Feb. 6, said the Ontario Government should construct and operate all new lines in Northern Ontario, in order the better to develop the resources and carry on the colonization of that part of the province. The Lake Superior Corporation, he said, was not at present in a position to carry the A. C. and H.B. Ry. to completion, and it would be in the interest of the Province for the Government to take over the line and finish it as a colonization work. In addition to the mileage of track laid and in operation, about 100 miles of grading had been done. The grading of an additional 25 miles would bring the line to a junction with the C.P.R. transcontinental line, and if it were still further extended to the G.T. Pacific Ry. it would draw some of the traffic off that line and help the Temiskaming and Northern Ontario Ry. to give Ontario the benefit of that traffic. It would, in his opinion, cost the Government about \$25,000 a mile to acquire the existing line. The Provincial Minister of Public Works referring to this suggestion expressed the opinion that it would mean the adoption of a policy whereby the province would be responsible for running feeders to the great railway lines, which would get advan-

MARCH 1908

MAR., 1908]

THE RAILWAY AND MARINE WORLD.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta.—There was under discussion in the Alberta Legislature a resolution expressing the opinion that the Government should acquire the railways in the province running north and south, extend them to connect with the northern waterways, and construct a railway from the most northern portion of the province to connect with the waterways. The resolution also called for the management of the railways, when constructed or acquired, by an independent commission.

An amendment was carried in favor of the extension of railway facilities to every part of the province, but having regard to the general interests of the province advocated the first use of its revenues and resources to the construction of roads, bridges, schools, etc.

Alberta North-Western Ry.—Application

tage of the long haul. On the other hand, if the Government owned the short feeder lines, the cost of operation of which would be proportionately higher than the main lines, it was probable that expenditures might be involved which would drain the revenue instead of assisting it. This opinion was expressed by the Minister as his own view, and not in any way official as representing the Government.

The Railway Age said recently:

We are advised by T. J. Kennedy, Superintendent, Sault Ste. Marie, Ont., that definite decision has been reached relative to the proposed extension of this line.

We are officially advised that this is incorrect. It should have been stated that no decision had been reached.

The company at present has in operation the line from Sault Ste. Marie northerly, and the Michipicoten branch, together 89.64 miles, and has graded about 100 miles between the track end on the main line and the Michipicoten branch near Helen Mine. Upon this portion of the line there is one very large bridge to be completed.

Schocraft Barkerville and Fort George Ry.

MAR 11 1908

the crossing of the ~~river~~
and Saskatchewan rivers. (Oct., pg. 743.)

Algoma Central and Hudson Bay Ry.
—Application is being made to the Dominion Parliament for an extension of time for the construction of the line authorised by chap. 50 of the statutes of 1899, as amended by chap. 49 of the statutes of 1900.

We are advised that three survey parties have been locating a line between the Michipicoten branch and the C.P.R. transcontinental line, and that it is expected to have this work under contract in the near future. The company has under consideration the question of starting work upon the completion of the section of the line between the

December 1909

DECEMBER, 1909.]

THE RAILWAY AND MARINE WORLD

RAILWAY DEVELOPMENT.

**Projected Lines, Surveys, Construction,
Betterments.**

present end of steel on the main line
and the Michipicoten branch. (Nov.,
pg. 829.)

Athabasca Ry.—The Canada West Con-
struction Co. has been incorporated un-
der the Dominion Companies Act with a

December 1909

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

The Alberta Ry. and Irrigation Co. during 1909 laid eight miles of new track from Raley to Woolford, Alta., this is a branch line from the old St. Marys River Ry., which runs from Sterling, on the main line from Lethbridge to Coutts. (Oct. 1909, pg. 743.).

Algoma Central and Hudson Bay Ry.—
We are advised Dec. 14 that the surveys had not been completed for the line connecting the Michipicoten branch with the C.P.R. It is expected to call for tenders for the construction of the section of the line from Hawk Lake Jct., on the Josephine branch, to the C.P.R. transcontinental line at Hobon, Ont., about 29 miles. It is expected that a very favorable line will be secured, with a maximum gradient of about 0.6% and a maximum curvature of six degrees. There will be no large bridges or water crossings of any magnitude. No decision has been reached with regard to starting construction on the completion of the main line from the present end of track, mileage 69.33 to Hawk Lake Jct., a distance of 95.15 miles. (Dec., 1909, pg. 881.)

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to generate and dispose of electricity. Barnard and Robertson, Victoria, are solicitors for applicants.

Manitoulin and North Shore Ry.—Construction was started on the eight mile extension from Gertrude mine to Crane Hill mine near Sudbury, Ont., in July, 1909, at station 738, a mile south of Gertrude, and we are advised that at the end of Nov. the grading to station 830 had been completed, with the exception of a trestle 500 ft. long. Work was started on this trestle early in Dec., all the material being on the ground, and it is expected to have it, together with all the grading to station 935, completed and ready for track by Jan. 31. This will bring the construction to near the Vermillion River. The abutments for the bridge across this river are under construction. From the opposite bank of the river to Crane Hill, grading is under way and it is hoped to have it all ready for track laying by April 1. The only difficulty in the way of completing the work as desired is labor. At present the supply is not abundant.

We are advised that the company has laid tracks from mileage 13 to 14.14 west of Sudbury and that the total length of the extension now being constructed by the O'Boyle Construction Co. is 9.68 miles. Surveys have been made for an extension from the end of the mileage at present under contract to mileage 81.3.

The Dominion Parliament is being asked to extend the time for the construction of the line from Sudbury to Little Current, on Manitoulin Island, (partially constructed); the line between Meaford and Owen Sound, Ont.; and the following:—from near Elsie mines northeasterly for 50 miles to Lake Timagami; from the line in Drury or Hyman tp., to Lake Superior, between Michipicoten harbor and Batchawana Bay; from Bothwell tp. to Maclellan tp.; from Little Current, northerly and easterly for 100 miles, crossing the C.P.R. at or near Onaping or Cartier (except that portion of such line between Little Current and Sudbury); from Drury or Hyman, easterly to Sudbury; from Little Current, to the south shore of Manitoulin Island or Fitzwilliam Island; and from Tobermorey, Bruce county, passing through Wiarton to Owen Sound. It is also desired to have it declared that the company's lines are works for the general advantage of Canada.

Margaree Coal and Ry. Co.—We are advised that a contract has been entered

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JANUARY
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—We are advised that it was expected to have the survey completed by Jan. 20, for the connection between the company's existing line and the C.P.R. main trans-continental line. As soon as the quantities, etc., can be worked out, it is expected to ask for tenders for the construction of the line. No further progress has been made with the proposal for the completion of the line between the present end of track and Hawk Lake Jct. (Jan., pg. 19.)

Anglo-Newfoundland Co.—At the annual meeting of the shareholders of the Amalgamated Press in London, England, Dec. 15, Lord Northcliffe made a lengthy reference to the progress of the Anglo-Newfoundland Co., in which it is largely interested. After referring to the development work on the pulp mills, etc., he said: "You have been informed that we have constructed a railway from Grand Falls to our harbor at Botwood, which must not be confused with our railway from Millertown Jct. to Miller town. Our new railway reflects great credit on our engineers, who carried out the work in the short space of nine months. We have purchased our rolling stock in parts, and are setting it up ourselves on the spot, and I think it will

Power is also asked to construct a railway from the northern ends of the bridge and tunnel easterly along the shore line of the municipality of North Vancouver to Deep Cove, on the north arm of Burrard Inlet, and westerly along the shore line of the city of North Vancouver to Horse Shoe Bay on Howe Sound. It is asked that the works be declared to be for the general advantage of Canada. Burns and Walkem, Vancouver, B.C., are solicitors for applicants.

Calgary and Fernie Ry.—Application is being made to the Dominion Parliament to extend the time for the construction of the railway authorized by chap. 71, of the statutes of 1906, as amended by chap. 89 of the statutes of 1908, and for such other powers as may be necessary. Pringle and Guthrie, Ottawa, are the solicitors. (July, 1909, pg. 475.)

Central Ontario Ry.—Application is being made to the Dominion Parliament to authorize the company to enter into agreements, for any of the purposes specified in section 361 of the Railway Act, with the following companies or any of them:—C.P.R.; G.T.R.; Brockville, Westport, and North-Western Ry.; Irondale, Bancroft and Ottawa Ry.; Canadian Northern Ontario Ry., and the Marmora Ry. and Mining Co. (Dec., 1909, pg. 881.)

Comox Harbor to Campbell Lake, B.C.—The British Columbia Legislature is being asked to incorporate a company to construct a railway from 750 ft. east

the pulp company has no intention of constructing any railway, either now or later. The charter for the construction of a railway through the territory named is held by the Ha Ha Bay Ry. Co., which has under construction a line from deep water at Ha Ha Bay to Mathias station, on the Quebec and Lake St. John Ry., with a branch to Chicoutimi. The road-bed and culverts are practically completed, and the work of construction is being proceeded with. It is expected that track will be laid early in the summer and that by the end of the summer a regular train service will be in operation over the whole line, which is to be operated by steam. J. F. Grenon, Chicoutimi, Que., is Chief Engineer. The President of the company is Senator Choquette, Quebec, and the Vice President is J. E. A. Dubuc, Director General and Secretary of the Chicoutimi Pulp Co. (Jan., pg. 19.)

Howe Sound, Pemberton Valley and Northern Ry.—Application is being made to the British Columbia Legislature to authorize the company to connect the terminus of the line at Newport, at the head of Howe Sound, with Vancouver, and any intermediate point by telephone or telegraph, and to extend the northern terminus of the line from Anderson Lake to Lillooet. The company is also asking authority to increase its capital stock to \$2,500,000, and its bonding powers from \$20,000 to \$25,000 a mile of railway. McEvoy, Whiteside and Robertson, Vancouver, are the solicitors. (June, 1909, pg. 413.)

Indian River Ry.—During the past

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matter. (Jan., pg. 19.)

Manitoulin and North Shore Ry.—We were advised Jan. 18, that a party was in the field making a survey between what is known as Kream Hill and Espanola, at which point the line crosses the C.P.R. Sault Ste. Marie branch. The work is well under way, and it is expected that a favorable route will be obtained. Construction between Kream Hill and Gertrude Mine, which is a 10-mile extension of the line already completed from Sudbury to Gertrude is progressing very satisfactorily, and it is anticipated that tracklaying will be started as soon as the snow is gone. (Jan., pg. 21.)

Michigan Central Rd.—A press report states that plans for the remodelling and enlargement of the shops, the reconstruction of the roundhouse, and the re-

February 1910

FEBRUARY, 1910.]

THE

RAILWAY DEVELOPMENT.

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At the an-

sequently amalgamated as the A. N. Ry. and Irrigation Co.

The Algoma Central and Hudson Bay Ry. Co. is applying to the Dominion Parliament for an extension of time within which it may construct the lines authorized by chap. 50 of the statutes of 1899, as amended by chap. 49 of the statutes of 1900. The new time limit for construction is five years from the passing of the act. The portion of the line yet to be constructed is the extension from the present end of track to the junction with the Michipicoten branch, thence to a junction with the C.P.R. In a recent interview at Montreal, General Manager Franz, of the Lake Superior Corporation, owning the charter, said that tenders would be called for by the end of Feb.

In the bill now under consideration by the Dominion Parliament provision is made for the issue of securities to the amount of \$40,000 a mile of line constructed or to be constructed. This amount is to include the amount of securities heretofore authorized; and the securities are to be issued only in proportion to the length of railway constructed or under contract to be constructed. (Feb., pg. 109).

~~And Newfoundland Development Co.~~

MARCH 1910

year to year.

Algoma Central and Hudson Bay Ry.
—T. J. Drummond, President Lake Superior Corporation, has recently completed an inspection of the A.C. and H.B.R., owned by the Corporation. The work at present being done on the line includes the building of the main line to a junction with the Michipicoten branch, an extension to Hobon, on the C.P.R. transcontinental line, and a branch to reach the Magpie iron mines, now being developed. (Oct., pg. 825.)

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November 1910

MORRISON.

Manitoulin and North Shore Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the extension of the line from about 13 miles west of Sudbury to Kream Hill, Ont., 10 miles. (Oct., pg. 827.)

The Michigan Central Rd. is making considerable improvements to its tracks,

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ried on during the past year with the H. and S.W.R. for the purchase by it of the L. and M.R. The company was given authority by the Nova Scotia Legislature in 1910 to extend its line to Caledonia, about 25 miles. It is not possible to say at present whether any work will be gone on with on this extension in the near future or not. (Feb., pg. 155.)

Manitoulin and North Shore Ry.—Application is being made to the Dominion Parliament to change the name of the company to the Algoma Eastern Ry.

We are officially advised that the shop which has been erected at Clara Belle is not a locomotive repair shop, as press reports stated, but a car repair shop, and that it is a very small one. (Feb., pg. 111.)

Manitowish and Great Eastern Ry.—The

MARCH 1911

(Feb., pg. 109.)

Algoma Central and Hudson Bay Ry.

—The Board of Railway Commissioners has approved the location plans of the extension from Hawk Lake to Hobon, Ont., on the C.P.R. transcontinental line, between mileage 0 and 30.23.

We have been advised that it is expected to begin track laying early in June on the extension of the line from Hawk Lake, Ont., and that it is hoped to have the grading completed to Hobon, the junction with the C.P.R. transcontinental line, by the end of June.

The completion of the line from the present end of track near Pangissin northerly to Hawk Lake Jct., the junction point with the Michipicoten branch, is being proceeded with from both ends, in the expectation of reaching Montreal River from the south end before the end of May. Immediately after the track is laid to this point, the Canadian Bridge Co., will start work on the erection of a viaduct 1,500 ft. long and 125 ft. high across the river. It will be the largest bridge on the line, and is the only steel one being erected at present. There will, however, be some large bridge trestles to build some of them containing about 1,000,000 ft. b.m. of lumber. The large trestles are generally over dry valleys, the only river crossings, aside from the Montreal River, are spanned with timber structures as temporary bridges. It is expected to replace these with steel bridges on concrete foundations.

At Sault Ste. Marie, Ont., it is expected to begin the construction of new terminal yards, including new roundhouses and shops, and the building of a new terminal station. Part of this work will be done during the current season. It is also intended to fill in some of the timber trestles on the first 69 miles of the line between Sault Ste. Marie, and Pangissin.

The viaduct which is to be built across the Montreal River by the Canadian Bridge Co. will be 1,550 ft. long between parapet walls, and will consist of alternate tower and free spans. The tower spans will consist uniformly of 30 ft.

JUNE
1911

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The viaduct which is to be built across the Montreal River by the Canadian Bridge Co. will be 1,550 ft. long between parapet walls, and will consist of alternate tower and free spans. The tower spans will consist uniformly of 30 ft. deck plate girders, and the free spans of girders varying from 40 ft. to 85 ft. long, the majority being 60 ft. spans, although at the deepest portion of the viaduct these will, for economy's sake, be made 75 ft. An 85 ft. span will be used where a somewhat longer span will be necessary to extend from firm ground to firm ground over water. The distance from base of rail to masonry at the deepest point will be somewhat more than 122 ft., and the weight will be slightly more than a ton per lineal foot of viaduct. The feature of the viaduct will be a heavy curve, being eight degrees at one end and nine degrees at the other, with compensation. The plans for the viaduct were made by Boller and Hodge, consulting engineers, New York City, and the work of erection is

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JUNE, 1911.]

THE RAILWAY AND

RAILWAY DEVELOPMENT.

In the immediate supervision of R. S.
McCormick, Chief Engineer of the rail-
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JUNE 1911

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—The Sovereign Bank shareholders decided, July 11, to accept the offer of International Assets, Ltd., to purchase the assets of the bank from the banks assisting in the winding up proceedings. The new company, which is composed entirely of shareholders of the Sovereign Bank, becomes the sole creditor. The assets include the Alaska Central Ry. and an interest in another U.S. railway, from which it is hoped in time to realize considerable profit. (Nov., 1909, pg. 835.)

Algoma Central and Hudson Bay Ry.—Tenders were received up to July 15 for the extension of the line from the C.P.R. transcontinental line at Hobon, Ont., northerly to a junction with the National Transcontinental Ry., 142 miles west of Cochrane, a distance of about 101 miles. Location surveys have been made, and a very feasible route has been secured. A gradient of 0.6% compensated for curvature, with maximum curvature of six degrees, has been secured. The height of land is crossed between Wabatougashene and Oba Lake at an elevation 89 ft. lower than the C.P.R. grade at Hobon. Towards the north end of Oba Lake the country is rough, and there will be considerable rock work, but northerly of the lake and on to the National Transcontinental Ry. there is very little rock excavation, the country in general being flat and interspersed with rolling clay ridges. There will not be any large bridges necessary on the extension as the line parallels the large waterways and crosses only small tributaries of the same. (July, pg. 645.)

Algoma Eastern Ry.—The Superior Construction Co. has sublet to Jackson and Goldie, Winnipeg, a portion of work on the section of the line it is building from Crean Hill to Whitefish Bay. Location plans from mileage 21 to 46.75 have been approved by the Board of Railway Commissioners. (July, pg. 645.)

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The Mond Nickel Co., which has a line running from Victoria Mines station on the C.P.R. Sault Ste. Marie Branch, is now building another short line, leaving the C.P.R. at Coniston, to connect with the Canadian Northern Ry. for the purpose of serving the smelters. The exact length of this line, we are advised, is 13,500 ft. It will connect the smelter with the C.P.R. and the C.N.R. The line will be used for the shunting of cars of ore, coke, flux, etc. In addition to this line the company is building about 38,000 ft. of sidings at the smelter and roast yard.

August 1911

MORRISON.

Manitoulin and North Shore Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the extension of the line from about 13 miles west of Sudbury to Krean Hill, Ont., 10 miles. (Oct., pg. 827.)

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July, 1929

Railway Projects,

Algoma Eastern Ry. is building an extension to its coal dock and storage facilities at Turner, Ont., opposite Little Current. It will have a length of 40 ft. of timber crib, rock filled, with a concrete top above water level, carrying the front portal rail, and the back portal rail will be carried on concrete wall supported by the rock fill in rear of the dock. The rear or shear leg rail will be carried on a concrete wall on the limestone, which lies close to the surface. Part of the storage bottom is bare limestone rock and part on rock fill which will be paved with concrete. The Randolph Macdonald Co. has the contract for the dock structure. The timber cribs are placed and filled and the balance of the work is to be complete by June 30. This extension will give the Algoma Eastern Ry. much needed facilities for increasing coal business in the Sudbury district. The cost is expected to be in excess of \$150,000. Canadian Railway and Marine World is indebted to Wm. Seath Wilson, B.Sc., Sault Ste. Marie, Ont., for the foregoing information.

Central Vermont Ry.—Thirty miles of

July 1929

November, 1930

Railway Proje

p 703 Algoma Central and Hudson Bay Ry.
—The Board of Railway Commissioners passed order 45,390, Sept. 15, authorizing the installation of a 20 ft. deck plate girder across the Sand River. We are advised officially that the work involved is the replacement of a small timber trestle at mile 137.64, originally 42 ft. long and 9 ft. high, by a 20 ft. deck plate girder span on concrete abutments, the balance of the opening being filled. The trestle was erected in 1912, when the railway was built. While the volume of water passing down the river could have been taken care of by a smaller opening, the 20 ft. span was installed to provide ample clearance for log driving, as timber will be brought down the stream in future. Installation of the 20 ft. span was completed in September, the concrete abutments having been built by R. Lang and Sons, Sault Ste. Marie, Ont., and the steel having been supplied by Hamilton Bridge Co., and installed by A. C. and H.B.R. forces.

The Board of Railway Commissioners passed order 45,317, Sept. 3, authorizing the building of an extension to the coal dock at Michipicoten Harbor. We are advised officially that the work consists of extending the dock front 310 ft., but does not contemplate increasing its storage capacity by extension of the storage area. The extension of the dock front is made possible by dredging now being done in the vicinity by the Dominion Public Works Department, and is being undertaken so as to take advantage of the dredging in bringing ships to the dock and permitting a movement of them southerly of the extreme southerly end of the existing dock, permitting more advantageous unloading of ships. Construction of the dock face extension will be similar in detail to that of the existing dock, as described in the illustrated article in Canadian Railway and Marine World for April, pg. 223. The contract for extending the dock face was given A. B. McLean and Sons, Sault Ste. Marie, who built the dock, and who are also the contractors for the dredging for the Dominion Public Works Department. Work began Sept. 1; the contract calls for completion by July 30, 1931.

Hudson Bay Ry.—See account of Min-

February, 1929

Railway Projects,

Algoma Central and Hudson Bay Ry.—
Tenders were received by R. S. Mc-
Cormick, General Superintendent and
Chief Engineer, at Sault Ste. Marie, Ont.,
Jan. 20, for the construction of a coal
dock and bridge at Michipicoten, Ont.,
the terminus of the branch line from
Hawk Lake Jct., through the iron mining
area.

Beaverlodge and Narawa River Ry. Co.

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February
1929

Railway Projects, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—With respect to the Board of Railway Commissioners' order 44,560, April 5, approving of the deviation of the main track between mile 98 and 94, in Tp. 27, range 15, we are advised officially that it has reference to a slight shift in the alignment, involving little more than the widening of the road-bed for the purpose of filling a timber trestle at mile 93.55. The work will be done this season by the company's forces.

The Dominion Parliament has passed an act extending the time for construction of the company's projected line, from the present terminus at the junction with the Canadian National Rys. National Transcontinental Ry. line at Hearst, 295 miles north of the A.C. & H.B. Ry. southern terminus at Sault Ste. Marie, to James Bay, not further north than the Equam River. The line was authorized originally by Dominion Statutes, 1901, chap. 46. The act passed recently provides for starting of construction of the extension within 2 years, and for its completion within 5 years, of the passing of the act. (Dec. 1929, pg. 758).

periods, the railway is not so commenced and such expenditure is not so made, or the railway is not completed and put in operation, the powers of construction conferred upon the company by Parliament shall cease and be null and void as respects so much of the railway as then remains uncompleted; provided that the company shall within two years after the passing of the act complete the construction of 10 miles of the railway, and if the company fails to carry out the requirements of this proviso, the powers of construction granted to it by the act shall cease and be null and void; provided also that the company shall not after two years from the passing of the act exercise its powers of construction granted to it by the act with respect to the part of the railway extending from or near Snarwood on the Canadian Pacific Ry. to or near the intersection of Aldrich Creek and the Elk River without the consent in writing of Highwood Western Ry. Co.; provided also that if the company does not

along the east side of Lake Winnipeg, and straight on to Churchill, a distance of about 718 miles. For colonization purposes there would be a branch line to the Ontario boundary. (Sept. 1929, pg. 570.)

Halifax Light Railways.—The Dominion National Defence Department received tenders to May 24 for the construction of light railways, buildings, drainage, etc., at the magazines at Bedford Basin, Halifax, N.S.

Highwood Western Railway.—The Dominion Parliament passed, at the recent session, an act extending for 2 years the date for starting construction, and for 5 years the date for completing construction of this railway, projected to extend from the Canadian Pacific Ry. Calgary-Edmonton line in Tp. 20 or 21, range 1 west of 5th meridian, Alta., southwesterly to Highwood River, thence westerly following the north branch of that river to the west boundary of Alberta, thence to the Elk River, B.C., and southerly along the Elk River valley to near Sparwood, on

pg. 123.)

Algoma Central & Hudson Bay Ry.—
The Board of Railway Commissioners passed order 40,113, Dec. 31, 1927, approving deviation of the line between miles 105 and 108. In 1926 the company constructed a deviation from mile 103.80 to mile 104.79, which shortened the line by about 500 ft., cut out 12-degree curves, and rendered unnecessary the reconstruction of 2 large frame trestles at mile 104.09 and 104.67. That work was described fully in Canadian Railway and Marine World for Jan. 1926, pg. 4.

Calgary and Fernie Ry. Co. has given

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1928

Algoma Central Ry. Co.—In a bill now before Parliament, the name of this Co. is changed to the Algoma Central and Hudson's Bay Ry. Co., and it is given power to enter into agreements with the Lake Superior and Hudson's Bay Ry. Co., the Ontario, Hudson's Bay and Western Ry. Co., and the Manitoulin and North Shore Ry. Co., or any of them, for conveying or leasing in whole or in part their undertakings, or for amalgamating them. Power is given to construct and operate a standard gauge railway from the main line of the C.P.R. northerly to some point on James Bay in Ontario, this line to be an extension of the line which the Co. is already authorized to build; and it may construct branch lines not exceeding 100 miles in length. Power is given for the issue of bonds and notes for the purchase of vessels in addition to what is necessary for the construction of the railway.

Construction on the main line from Sault Ste. Marie northerly is progressing satisfactorily. The line is covered with men out to about the 70th mile. Work has been let to the Goulais river, and a bridge is being built

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enterprise. In spite of many difficulties they have constructed 51 miles of railway which is second to none in Canada in the substantial way it has been built. The nature of the country made construction difficult, slow and costly; no machinery could be used; the work was all pick-and-shovel or rock excavation. Up to this date the Messrs. Brill and Mr. Fletcher have expended over \$700,000 on these 51 miles. They have received no part of the Government subsidies for the mileage between Pubnico and Barrington Passage, nor have they been repaid the money paid by them for right of way through the part of the municipality of Barrington traversed by this portion of the road. They have met all their bills as they have become due, and in this respect claim that they have acted honorably by their employees and with those of the public with whom they have had to deal.

"The principle on which they have proceeded was to incur no debts for labor or supplies, which they had not the means to meet when they became due. They deemed this the juster course to the public and the Government as well, even if the construction of the road was deferred beyond the contract time. Up to this date they have had to carry this heavy financial burden at the expense of their

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